

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES AT THE BEGINNING OF STANDARDS NO. MD 104.00.

NOTES:
SIMILAR SIGNING, DENOTED BY A LETTER, FOR THE OPPOSITE APPROACH SHALL BE PLACED.

SIMILAR SIGN SPACINGS SHOULD ALSO BE USED AS SHOWN BELOW.

SPEED LIMIT TO BE ESTABLISHED BY THE DISTRICT ENGINEER.

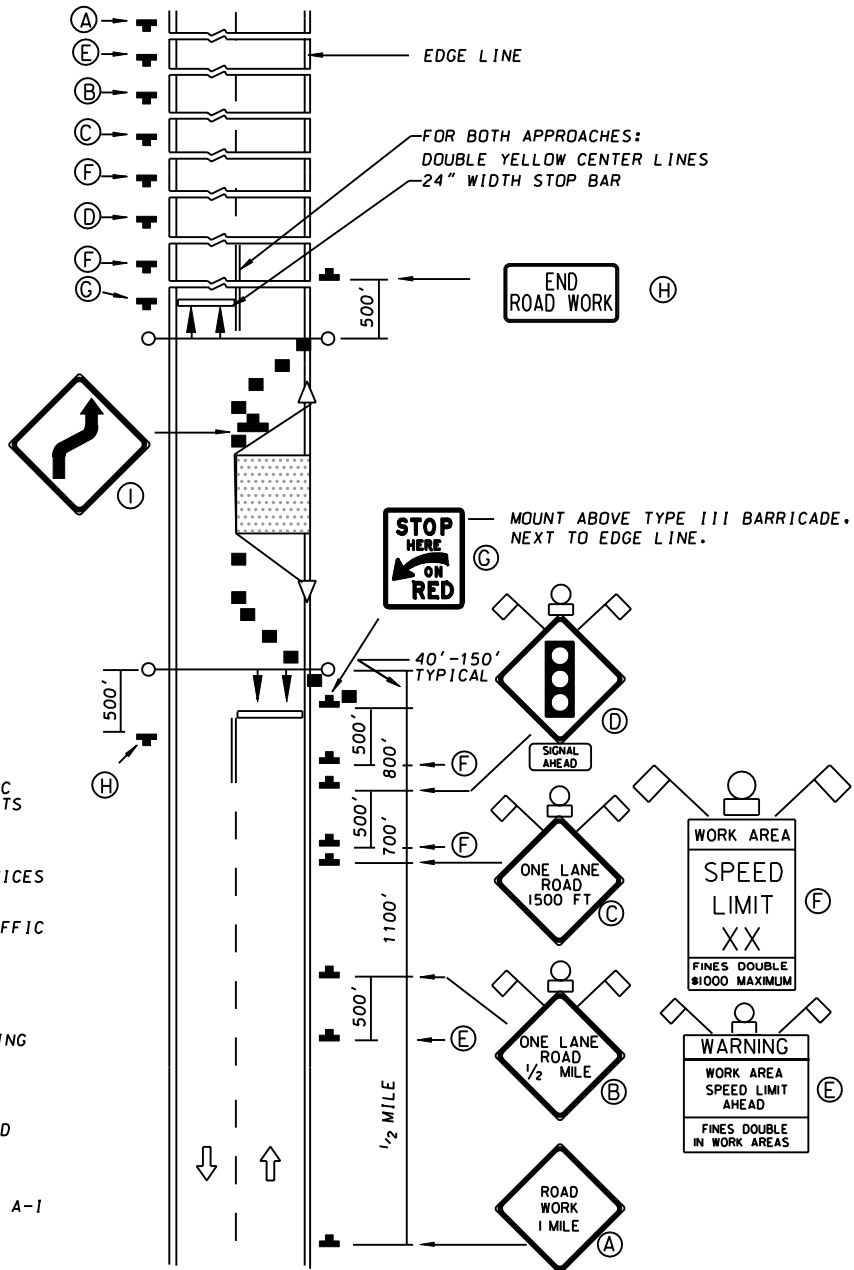
FOR PROPER BARRIER FLARE AND END PROTECTION, SEE STANDARD NO. MD 104.86.

LENGTH OF DOUBLE YELLOW CENTER LINES TO BE DETERMINED BY THE ENGINEER.

PLACE SIGN (I) AS DIRECTED BY THE ENGINEER.

KEY:

- SIGN SUPPORT
FACE OF SIGN
- TEMPORARY TRAFFIC SIGNALS & SUPPORTS
- APPROVED BARRIER
- CHANNELIZING DEVICES
- DIRECTION OF TRAFFIC
- WORK SITE
- FLAGS AND FLASHING WARNING LIGHT ATOP SIGN
- PROPERLY DESIGNED CRASH CUSHION
- SIGN DESIGNATION A-I



SPECIFICATION
104

CATEGORY CODE ITEMS

APPROVED

DIRECTOR - OFFICE OF TRAFFIC AND SAFETY



APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 9-10-96	APPROVAL 9-27-96
REVISED 10-1-01	REVISED
REVISED	REVISED
REVISED	REVISED

Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
**ONE LANE ROAD (SIGNAL CONTROLLED)/
2-LANE, 2-WAY GREATER THAN 40 MPH/
OVER 12 HRS. OR NIGHTTIME USE**

STANDARD NO.

MD 104.79